

GENERAL PLAN AMENDMENTCity of Daly CityCity planning
Daly CityI THE GENERAL PLAN - ITS PLACE IN CITY GOVERNMENT

Reasonable and systematic decision-making by the City in all matters - those for which the City is directly responsible and others the City only regulates or in which it is indirectly involved - demands clear directive and policy in order to better assure fulfillment of the City's obligations and responsibilities.

Thus a Plan - declaring policy, establishing goals, statement of objectives and means of pursuit of all - is not only desirable but necessary. Decision-making - immersed in and cognizant of variable social and political persuasions - will better serve the ends of a "democratic society" when based on significant and realizable Plans.

II MAJOR PREMISES OF THE GENERAL PLAN

The General Plan for Daly City therefore proclaims:

It is the primary goal of the City to provide for all persons:

1. MAXIMUM SAFETY AND GENERAL WELFARE
2. OPPORTUNITY TO PARTAKE FULLY OF THE BENEFITS OF SOCIETY
3. AN AESTHETICALLY AND ECOLOGICALLY ACCEPTABLE ENVIRONMENT

In pursuit of these goals, the plan is at once both a succinct expression of the City's policies and also an open-ended instrument permitting change and modification responsive to social change. The substantive elements of this plan, as adopted and amended, function as an interim guide continuously stating the essential policies of the City and, as appropriate, restate specific goals and measures of implementation of same.

III ELEMENTS OF THE GENERAL PLAN REQUIRED BY STATE LAW

The following is an interim policy statement on the required elements of the General Plan which will lead to the formulation and adoption of a final statement. As such,

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this interim policy statement will establish current policy and guide developmental actions till adoption of a final plan.

Presently, State law defines nine separate (but interrelated) elements of the General Plan. These nine elements are the following: land use, circulation, housing, conservation, open space, seismic safety, scenic highway, noise, and safety. To these elements has been added a community social services element. In order to more adequately assess their full impact, these elements have been divided into two classifications: (1) primary - which provides direction for the entire community, both social and physical and (2) supportive - which serves as a data and analytical base for the primary elements.

PRIMARY ELEMENTS

ORIGINAL STATEMENT REPLACED BY THE CITY
COUNCIL AT ITS 9/24/73 REGULAR MEETING WITH:

1) Housing

~~This interim policy statement directs itself to the fulfillment of a housing goal which is to promote and insure that a sufficient supply and selection of adequate housing is available for current and prospective residents - regardless of income, age, race, or ethnic background. To accomplish this goal~~

"The housing element is under preparation by the Staff and the Planning Commission. The final report of the Daly City Citizens' Advisory Housing Committee has been submitted to the Planning Commission,"

~~with other programs and policies~~

~~and policies is described in the Final Report of the Daly City Citizens Advisory Housing Committee.) The need for city/city and city/county cooperation should be emphasized in order to meet the responsibility for housing all segments of the population and to provide a completely open and free choice of housing for all.~~

2) Safety

This policy statement concerns itself with the adequate protection of the community from natural and man-made hazards. Basically, this involves the recognition and characterization of hazards, the evaluation of risk from these hazards, and the alleviation of unacceptable risks by public resources. Public responsibility must evaluate the mitigation of existing and potential hazards and provide contingency planning for major disasters or emergencies. The relationship between safety criteria and land use standards is an important one and requires careful deliberation. It is local government's responsibility to identify hazards and the risks involved and to utilize this information in its decision-making processes.

3) Open Space

The goals and objectives in regard to open space have been delineated in the Interim Open-Space Plan, adopted by City Council Resolution 73-10 on January 22, 1973. (attached)

4) Conservation

The protection, enhancement, and rehabilitation of natural and cultural resources is of great benefit to the general welfare of the community. Certain areas within Daly City represent a lack of cultural viability due to the transformation of natural resources and resultant uniformity and monotony. In order to enhance the relationships between the community and its surroundings and to conserve natural areas for the well-being of future generations, the Conservation Element must identify and plan for the physical resources, cultural resources, and the natural processes within or around the jurisdiction. Interagency and intergovernmental cooperation is required for the effective conservation of environmental resources.

5) Community Social Services

Each community has the responsibility to provide certain basic services, such as fire and police protection, education and recreational opportunities. In addition, the community must be concerned with the social needs of its present and future residents. In this regard, cooperation with public and private schools must continue to rate a high order of priority. The entire scope of health facilities must be a vital concern to the decision-makers of Daly City. The need of specialized care facilities, both for the young and the old should be identified and the fulfillment of this need should be coordinated with other responsible agencies.

SUPPORTIVE ELEMENTS

1) Land Use

The interrelated plans for land use and circulation constitute the basic components of the General Plan adopted September 11, 1968. The land use element should not be limited to a specific map with a definitive description of uses but should be a culmination of the policies and decisions emanating from all other elements. The policies of the other elements, in which present social, economic, and physical factors are considered, will be compiled and formed into the land use element. As such, the land use should encourage, restrict or channel development of all types in conjunction with adopted policies of the other elements.

2) Circulation

Similar to land use element, the circulation element is embodied in the General Plan adopted September 11, 1968. An amendment to the circulation element, which replaced the pre-existing text for "Rapid Transit" (page 44), was adopted by City Council Resolution 72-272 on December 26, 1972. (attached)

1. The first part of the document is a letter from the President of the United States to the Congress, dated January 3, 1862. The letter is signed by Abraham Lincoln and is addressed to the Senate and House of Representatives. The letter discusses the state of the Union and the progress of the war against the Confederacy. It also mentions the Emancipation Proclamation and the importance of the Union's cause.

2. The second part of the document is a report from the Secretary of the War Department, dated January 10, 1862. The report is signed by Edwin M. Stanton and is addressed to the President. The report discusses the military situation in the South and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

3. The third part of the document is a report from the Secretary of the Treasury, dated January 15, 1862. The report is signed by Salmon P. Chase and is addressed to the President. The report discusses the financial situation of the Union and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

4. The fourth part of the document is a report from the Secretary of the Navy, dated January 20, 1862. The report is signed by Gideon Welles and is addressed to the President. The report discusses the naval situation and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

5. The fifth part of the document is a report from the Secretary of the Interior, dated January 25, 1862. The report is signed by Caleb B. Smith and is addressed to the President. The report discusses the land situation and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

6. The sixth part of the document is a report from the Secretary of the War, dated February 1, 1862. The report is signed by Edwin M. Stanton and is addressed to the President. The report discusses the military situation in the South and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

7. The seventh part of the document is a report from the Secretary of the Treasury, dated February 5, 1862. The report is signed by Salmon P. Chase and is addressed to the President. The report discusses the financial situation of the Union and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

8. The eighth part of the document is a report from the Secretary of the Navy, dated February 10, 1862. The report is signed by Gideon Welles and is addressed to the President. The report discusses the naval situation and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

9. The ninth part of the document is a report from the Secretary of the Interior, dated February 15, 1862. The report is signed by Caleb B. Smith and is addressed to the President. The report discusses the land situation and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

10. The tenth part of the document is a report from the Secretary of the War, dated February 20, 1862. The report is signed by Edwin M. Stanton and is addressed to the President. The report discusses the military situation in the South and the progress of the war. It also mentions the importance of the Union's cause and the need for more resources.

The circulation element should specifically denote the functions of interstate freeways, state highways, and local streets. The safe and efficient flow of people and commodities in various transportation modes, including bikeways and walkways, is a vital concern to the circulation element and should emanate from the adopted policies and decisions of the other elements.

3) Seismic

The main responsibility of local government is the identification and evaluation of seismic hazards. The formulation of programs and regulations to reduce risk should be accomplished on a county or regional basis in order to provide better coordination of the separate local governmental units. In addition, this element would provide guidelines to the usability of land where seismic hazards prevail.

4) Noise

On a local level, this element should indicate the general intentions regarding noise, noise sources and abatement of noise. Because of the scope and technical nature in determining sound intensity and noise contours, this element should be done on a regional or county basis with local cooperation. This element is related very closely to the decisions concerning the land use and circulation elements.

5) Scenic Highway

Similar to the noise and seismic elements, the scenic highway element should be accomplished on a county or regional basis. Local communities should cooperate in establishing standards for the preservation and enhancement of scenic beauty and the visual environment.

Although the goals and objectives have been denoted separately for each element, it should be clear that there are strong interrelationships among the elements. Therefore, the form of the final plan should include coordination of all the individual statements in order to provide maximum safety and general welfare,



full opportunity, and an aesthetically and ecologically acceptable environment for all persons.

IV THE PHYSICAL, ECONOMIC AND SOCIAL STATE OF THE COMMUNITY

The Plan recognizes basic data, statistics and information constituting a resource constantly added to or altered as the fabric of the community changes and grows. This basic resource thus serves the roles of Planning in that it is a responsive informational base directly or indirectly reflective of most of the totality of human activity which, when taken together with an accounting of natural phenomena, constitutes the community.

The basic resource includes, but is not limited to:

- Federal Census of 1970

- Special Census of 1967

- Federal Census of 1960

- 1973 Land Use Survey

- School District Reports and Surveys, ethnic and special

- 1968 General Plan

- Background material published with the Plan

- Report of the Daly City General Plan Citizens Committee

- Daly City - Current Conditions and Future Trends

- Planning Commission Case Files - 1955 to date

- Citizens Advisory Housing Committee Report

- Bayshore Sanitary District - Sewerage System Study 1968

- North San Mateo County Sanitation District - Sewage Collection, Treatment and Disposal 1965

- City Department of Public Works records and files:

- *Building Division - including enforcement

- Engineering Division

- Water Division

City Department of Finance records and files:

Annual Budgets

*Business License files

*Sales Tax revenues

City Traffic Committee

County offices:

Planning studies

Assessors files and records

Recorders files and records and maps

Public Utility records

City Redevelopment Agency - Report of Citizens Advisory Committee, December 1972

* These are generally "privileged" and not for public review.

The community is characterized and enhanced by its location:

- proximity to San Francisco with its cultural opportunities
- proximity to significant institutions of higher education
- variable weather experience
- interesting topography providing visual amenities
- fronting on Pacific Ocean

by its diversity of population:

- mix of racial, ethnic and language roots
- increasing mix of income levels
- increasing number of older residents

However, the Plan recognizes particular problems that exist at present. Special attention is drawn to:

1) Housing:

A substantial part of housing stock is aging, some capable of rehabilitation, some not. This condition is found predominantly in the Bayshore, Crocker Tract, Hillcrest and Vista Grande areas.

There is insufficient stock of low income housing. Moderate income housing is more abundant but in both instances the existing stock is comprised of the oldest housing most in need of repair or rehabilitation. Specialized housing for older persons is essentially nonexistent.

2) Streets:

While the City is remarkably well served by Interstate and State Freeways, State Highways and major arterials, its local streets are significantly deficient in some areas of the Community. Many are aged, narrow, with dangerous intersections, badly in need of repair and improvement, poor design, insufficient to carry traffic loads and unbelievably burdened with parked vehicles.

The whole of the community easterly of Junipero Serra Freeway is faced with this problem to some extent. The Hillcrest area is the most severely affected by these conditions, further complicated by poor subdivision design.

The area west of Skyline Boulevard is accessible only via Westridge Avenue and Westmoor Avenue except the most southerly part accessible only via Gateway Drive and Palmetto Avenue in Pacifica. The resultant limited access is not consistent with need for circulation in time of disaster or accident.

Nearly all commercial streets are burdened by uses inconsistent with the function of the street itself. Industrial and commercial users stockpile goods, pile rubbish, conduct business, and repair autos on sidewalks or within the right-of-way. Junipero Serra Boulevard, north of Citrus, and Mission Street are most severely affected. Lack of off-street parking is the one most significant factor contributing to this, though lack of commercial alleys also induce these abuses.

The Top of the Hill intersection and the immediate local street pattern constitutes the single-most complex traffic problem.

3) Open Space and Parks:

There is significant lack of public open space, parks, and other community facilities, especially measured against nationally accepted standards. The area easterly of Junipero Serra Freeway is most affected by this condition, especially the Bayshore, Crocker Tract and Hillcrest areas.

The small lot size, wall to wall housing, preponderance of 4-unit apartments on 2500 square foot lots, and small block size, predominant in the easterly part of the community, contribute to a lack of useful private open space amenities.

4) Commercial and Business Activity:

Because of proximity to San Francisco, the Community has never had a traditional "central business district." Instead, a "shoestring" or "strip" development of various but quite limited uses has emerged on Geneva Avenue, Mission Street in its entirety and Junipero Serra Boulevard. Business license activity reveals a large amount of turnover. With some exceptions, sales volume per square foot is low (the abundance of used car lots represent a low productive commercial use). The large number of residents near Mission Street are ill-served by the lack of diversity of service goods and burdened by the attendant problems associated with the majority of uses on Mission Street.

5) Utility Services:

While the Community is generally well served, some problems are evident.

In the Bayshore area, sewage and storm waters are under study and improvement; however, domestic water remains a problem.

Fire flow will need attention in the Top of the Hill area, especially if new development occurs.

In the oldest part of the community, Hillcrest specifically, water leads and sewer lines are approaching the end of serviceable life.

Fire flow in the Western community is expected to improve with completion of Reservoir 5 in Serramonte.

Water tables are lowering, overdrought is occurring and increased dependence on San Francisco water supply may be expected in the future.

6) Geologic and Seismic Hazards:

The San Andreas, Hillside and City College Faults run through parts of the Community. Other inferred faults are also indicated. Serious damage occurred in the westerly areas from the 1957 earthquake.

Slide hazard is comparatively minor in the City though scattered individual sites may be subject to slides. Subsidence is occurring notably in the Westline Drive-Longview Drive area overlying the San Andreas Fault. Slippage is also occurring at the northerly end of Skyline Drive. Homes have been and are now suffering extreme damage.

7) Other problems - short time flooding, soil erosion and brush fires - all constitute serious but limited hazards.

V IMPLEMENTATION:

A plan is only as virtuous as its effectiveness - and its effectiveness is measured in terms of implementation. This plan proposes further development of all appropriate means available to the City for fulfilling its planned and stated policies and goals and objectives.

In particular:

- Revise the Zoning Ordinance
- Undertake a major code enforcement program
- Establish a full computerized program to include planning function
- Establish a full capital improvement program annually reviewed by Planning Commission and City Council
- Utilize powers of the Redevelopment Agency to foster appropriate redevelopment.

- Encourage increased citizen participation in decision-making process
- Finally, and most importantly, adopt a full and complete General Plan resulting from further study and extension of the interim plan.

Adopted by City Council Resolution 73-10
on January 22, 1973

INTERIM OPEN-SPACE PLAN

Summary Goal

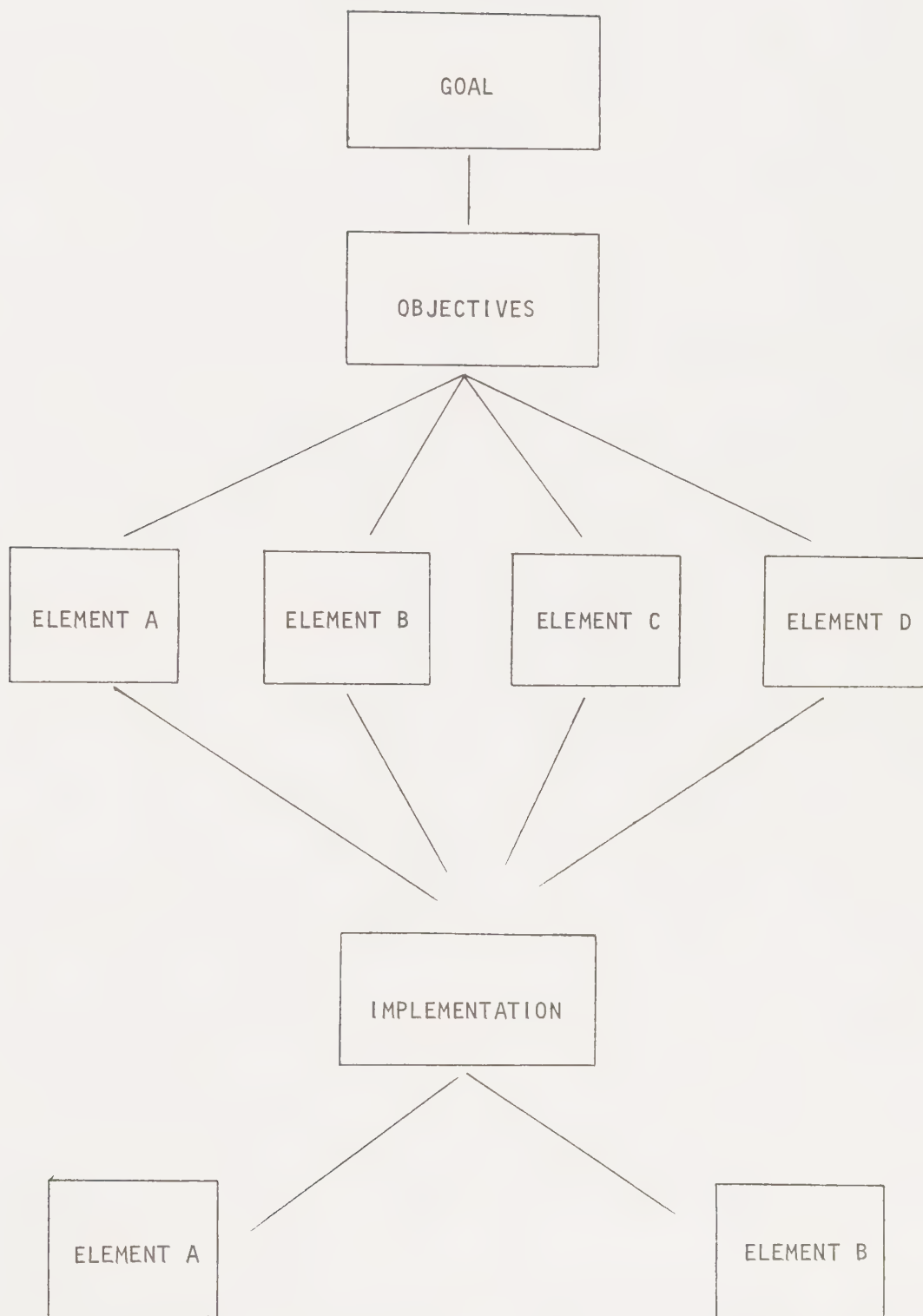
Maintain and enhance the quality of living in Daly City through the identification and preservation of certain aspects of the physical environment.

Open-space land (as defined in Section 65560 of AB No. 966) is the essential criterion through which the aesthetic, physical, and mental well-being of Daly City residents can be further realized, and the apparent conflict between urbanization, with its attendant concept of progressively expanding growth, and the physical setting can be alleviated.

Objectives

Assembly Bill No. 966 has defined "open-space land" as "any parcel or area of land or water which is essentially unimproved and devoted to an open-space use - - - -, and which is designated on a local, regional or state open-space plan - - - -."

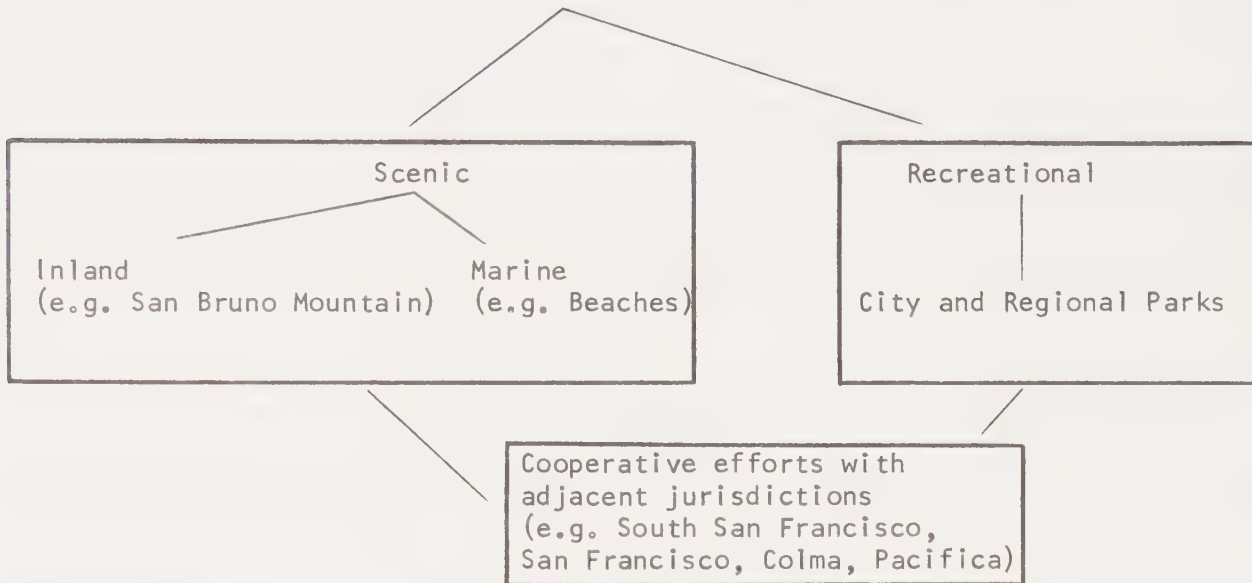
Using this definition as a starting point, it seems reasonable to then define, spatially delineate and designate, and ultimately increase the total area devoted to open-space land to meet current and future needs. A long range approach would be desirable. Once this is undertaken, the following attributes, as they relate to open-space land, can be examined and, where appropriate, acted upon.



BASIC INTERIM ELEMENTS

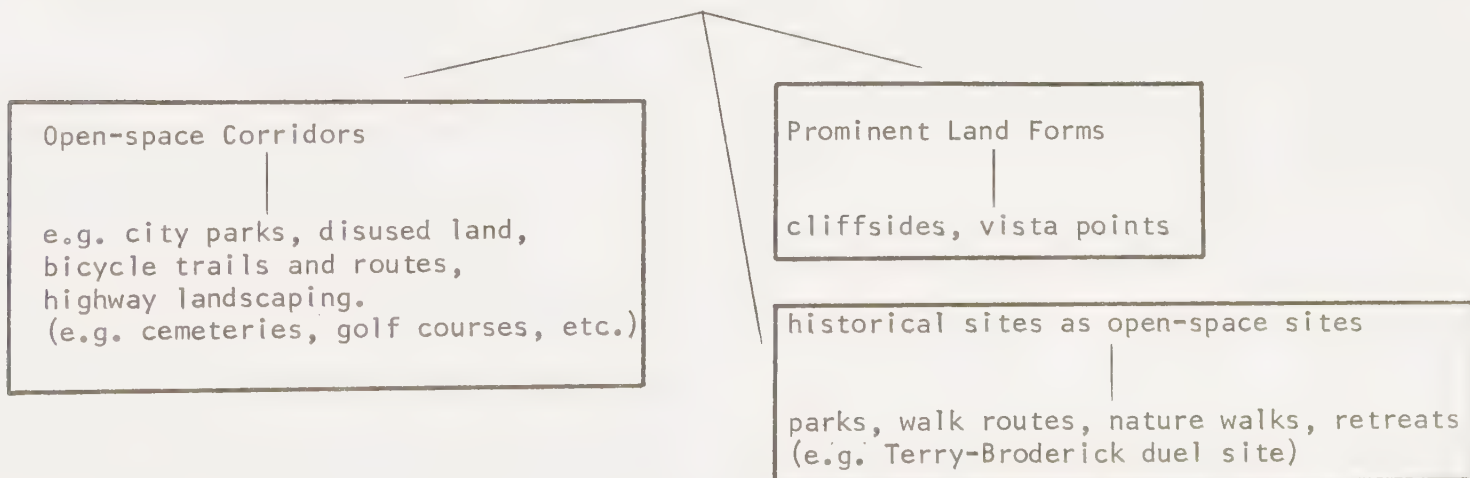
Element A

Land which provides a pleasing "natural environmental experience."



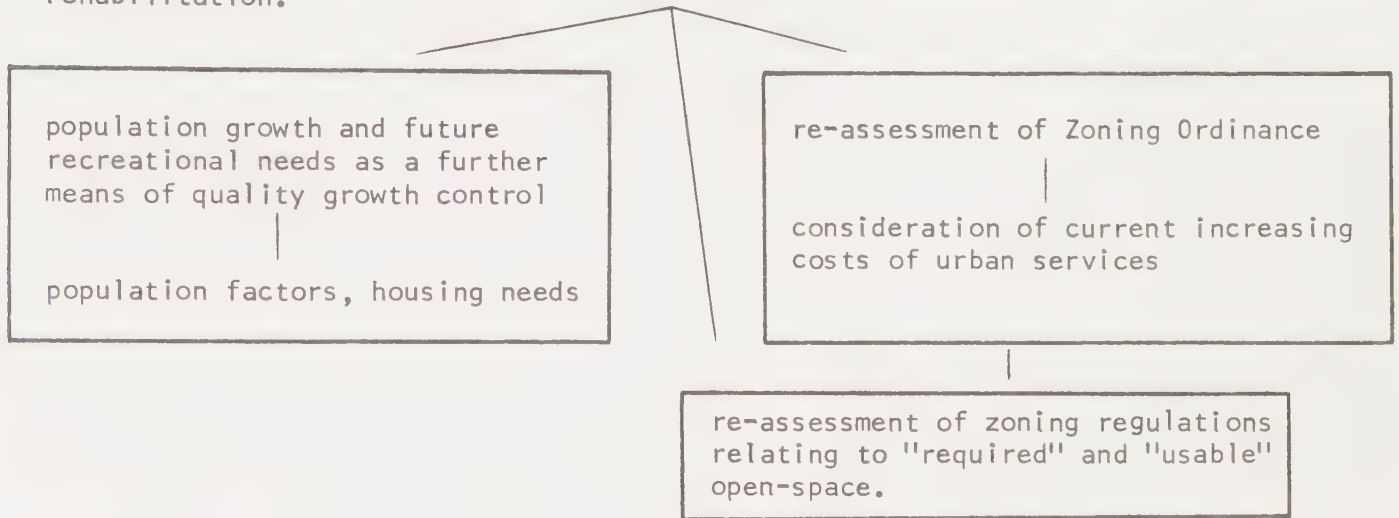
Element B

Land which identifies and distinguishes intra-city communities.



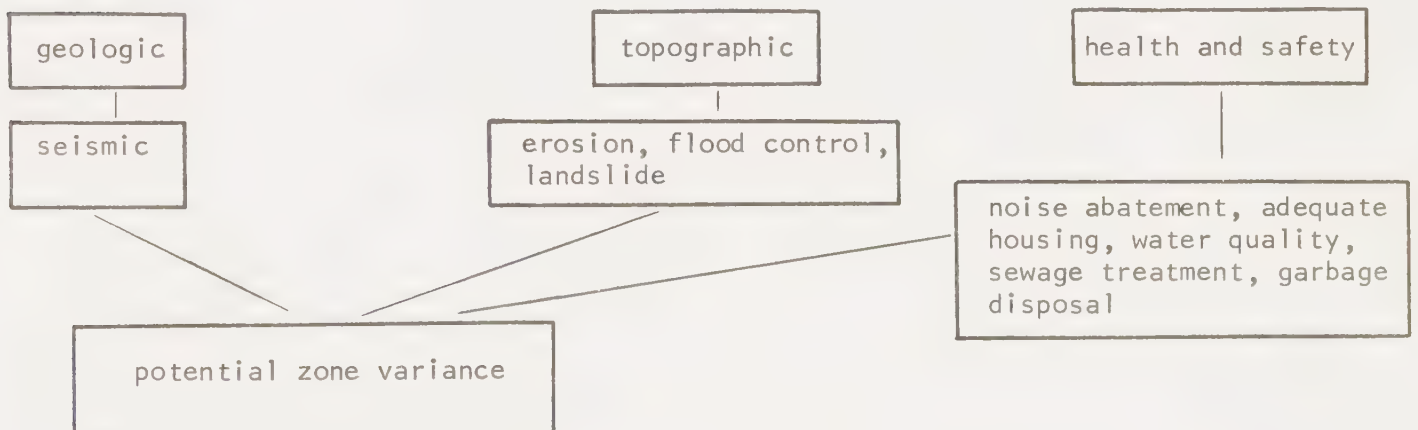
Element C

Land which as open-space can serve as a means of directing future urban growth and rehabilitation.



Element D

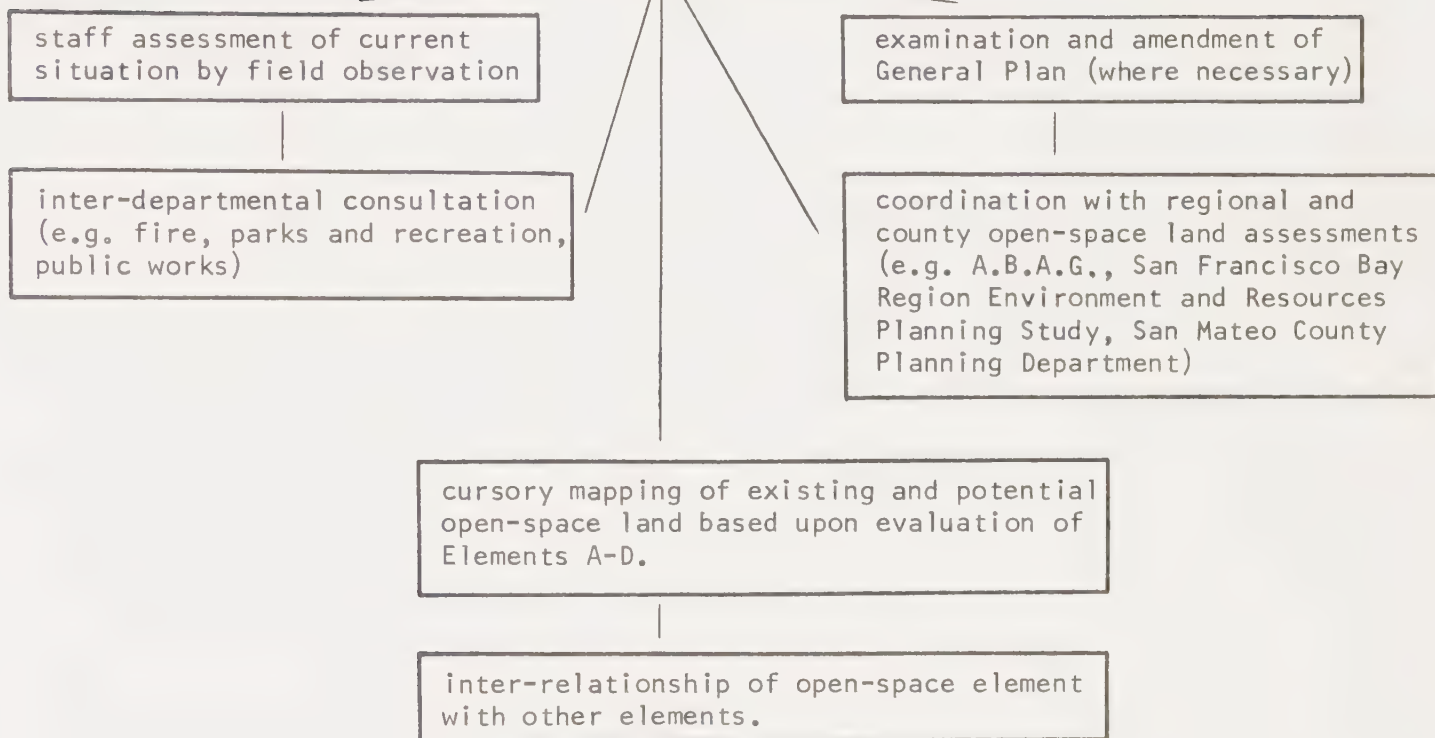
Land which by virtue of its natural make-up, as well as land which has been acted upon and significantly altered by man, presents a hazard to public health and safety.



IMPLEMENTATION

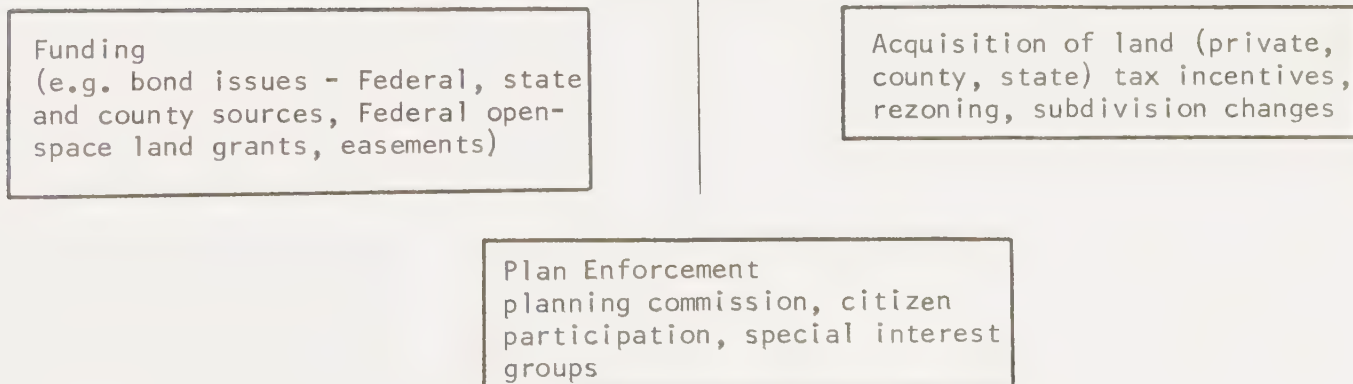
Element AA

Open-Space Land Inventory



Element BB

Determination of Measures



AMENDMENT TO DALY CITY GENERAL PLAN

1. Strike existing text for "Rapid Transit" (page 44)
2. Replace in entirety with:

The Rapid Transit plan for the City of Daly City is shown on the graphic plan map consisting of the existing BART Terminal Station in Daly City and a proposed extension southerly through the City, including the concept of eventual linkage to the San Francisco Airport and stations farther south in San Mateo County and Santa Clara County. The General Plan graphic map shows the existing line paralleling the Southern Freeway, terminating at a station in Daly City on the north side of Knowles Avenue. The plan calls for additional parking consisting of a parking structure on the westerly side of the station adjacent to the freeway. The station is scheduled for opening September 1973.

The graphic plan map shows an extension of the fixed rail system of BART to extend through Daly City and Colma to the boundary of the City of South San Francisco. The route follows the San Francisco Airport Access Project study recommendation and utilizes existing public and privately owned rights-of-ways with one short exception. The plan projects the extension continuing from the Daly City Station on an overcrossing on Knowles Avenue thence within the Southern Pacific right-of-way coming to grade at approximately Westlake Avenue, continuing at subgrade through an open cut and cover structure under Washington Street and San Pedro Road, returning to surface elevations at approximately D Street, thence transitioning to the old Muni Railway right-of-way in the median strip of the El Camino Real and continuing on elevated structure, thence, paralleling Mission Road, to intersection with the Southern Pacific right-of-way and continuing to the boundary of the City of South San Francisco.

The plan proposes a station in accord with the San Francisco Airport Access Project study at approximately the intersection with D Street. The station would have access directly from Mission Street on the east and Junipero Serra Boulevard on the west.

The plan proposes that local surface mass transit facilities in the nature of interfacing bus systems and/or comparable transportation systems be considered for development throughout the City of Daly City.

The plan does not speak to the question of either organizational structure or financing of the proposed extension. The plan recognizes that the organizational structure and financing is a major policy question confronting the City and the County and proposes that continued study be directed toward acceptable solution arrived at in a normal administrative and political process involving the varied political jurisdictions.

The plan recognizes that activation of BART will place Daly City in a significant direct relationship to the Bay Region in a manner not yet fully understood or realized. To that end, the plan encourages continued study of local and regional impact of mass rapid transit under the auspices of the Metropolitan Transportation Agency and the Association of Bay Area Governments.

City of San Francisco

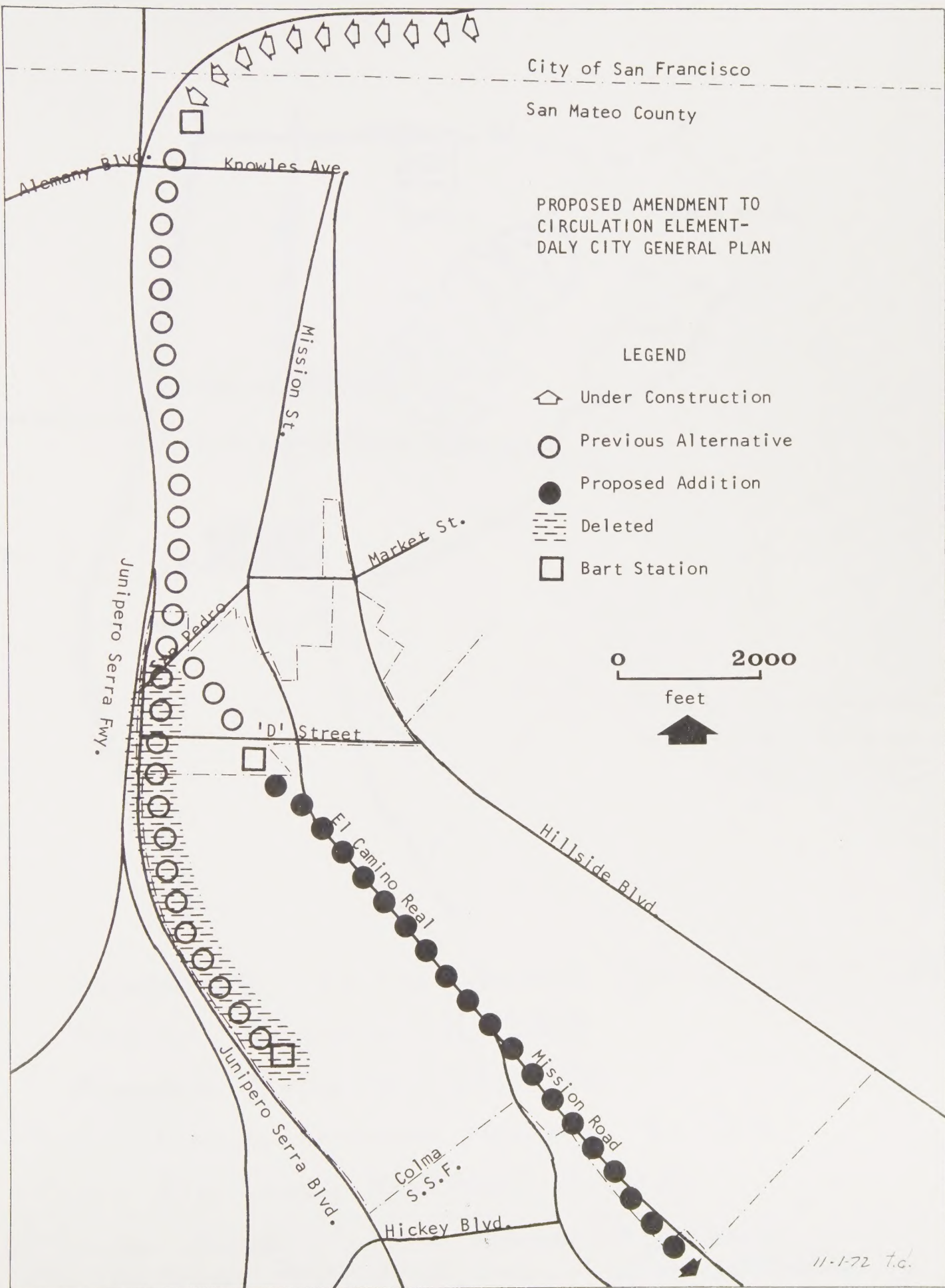
San Mateo County

PROPOSED AMENDMENT TO
CIRCULATION ELEMENT-
DALY CITY GENERAL PLAN

LEGEND

-  Under Construction
-  Previous Alternative
-  Proposed Addition
-  Deleted
-  Bart Station

0 2000
feet



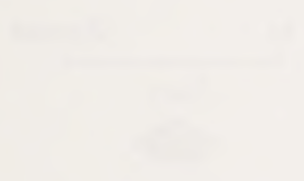
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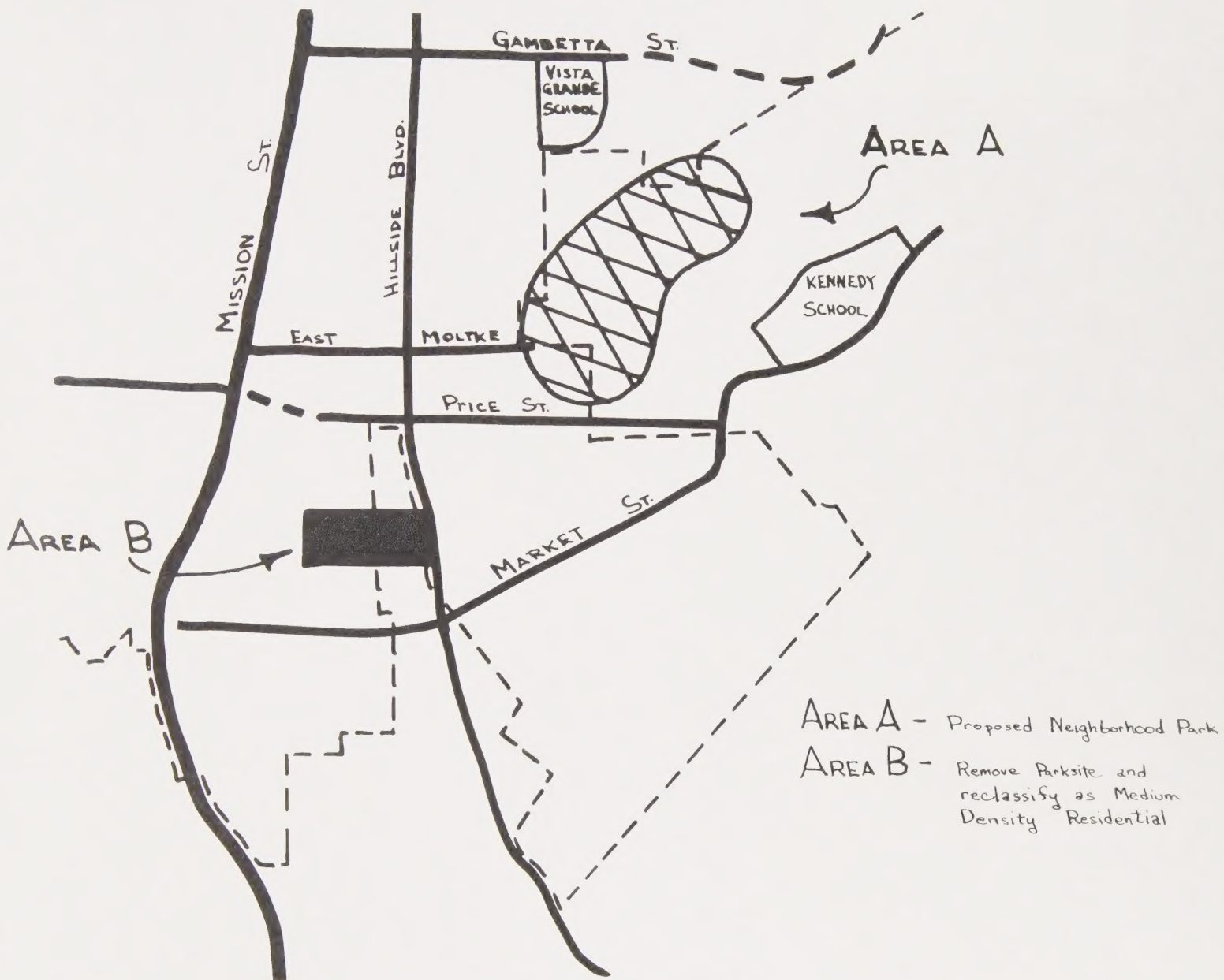
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WATER RESOURCES DIVISION
BULLETIN 14-A

GROUND-WATER RESOURCES
OF THE
SOUTHWESTERN PART OF
THE STATE OF TEXAS

- BY
J. H. COOK,
Geologist in Charge,
Water Resources Division,
U.S. Geological Survey,
Washington, D.C.
- AND
J. W. GIBSON,
Geologist,
U.S. Geological Survey,
Austin, Texas





Amendment to the General Plan of DALY CITY
 Adopted September 11, 1968
 Amended September 24, 1974

PLANNING COMMISSION RESOLUTION No. 75-4

CITY COUNCIL RESOLUTION No. 75-83

ANNA OHLENDORF, City Clerk Anna Ohlendorf
 DON FLEMING, Secretary of Planning Commission Don Fleming

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